

The Extra Toll Gate



Advocating that the state should be the only taxing agency of the motor vehicle, motor societies are holding a series of 130 conventions in all parts of the United States, seeking the repeal of Federal war excise taxes on automotive products. In addition to the state license and other fees, the buyer of a car today must pay a 5% Federal war tax amounting to \$150,000,000. State fees are as a rule applied to highway work and regulation. The Federal war excise taxes are various levies going into the general treasury.

64 MORE COACHES FOR CITY OF DETROIT

The Street Railway Commission of the city of Detroit and Mayor John W. Smith have approved the purchase of 64 more Graham Brothers twenty-one passenger street car type motor coaches, making a total of 148 bought from Graham Brothers within a year. This action of the commission, taken in accordance with the recommendation of H. U. Wallace, general manager of the Detroit street railways, was later approved by the city council.

The department of street railways started motor coach operations on January 1, 1925, and have gradually extended their coach lines until they now operate over routes totaling 52 miles. The new equipment will, when placed in service, increase the mileage of their coach routes by 43 miles, giving them a total of 95 miles. Trolley cars are operating over 395 miles of track, and the 95 miles of new motor coach routes will increase the mileage of the entire transportation system by about 25 per cent.

This indicates the rapid expansion of Detroit's transportation system, making use of street cars and motor coaches, each in its best adaptable field, and thus furnishing to the people a co-ordinated service through the interchange of transfer privileges. The motor coach is taking a leading part in expanding transportation systems by providing service to new districts at a very much smaller investment than would have to be made if tracks and overhead trolley lines were installed.

The department of street railways is also inaugurating a new feature in operating coach service between the important railroad stations and the principal hotels in the business sections of the city. This should prove very convenient to the large number of visitors continually arriving in Detroit who desire to reach the downtown section of the city without the necessity of inquiring for directions. This order for 64 Graham Brothers motor coaches is one of the

ONE-PROFIT Facilities Alone Make Possible

this Sedan of fine quality—at the lowest price ever placed on a Sedan by Studebaker

THERE was a time when the automobile buyer seeking greatest value for his dollar was justified in considering a car of second-grade quality, which was reasonably satisfactory from the standpoint of transportation alone.

But with the advent of Studebaker's One-Profit manufacturing policy, cars of the finest quality, such as the Standard Six Sedan illustrated below, are now only slightly higher in price than those of second grade.

This small difference in price is practically nothing in comparison to the vast difference in materials and workmanship—plus increased pride of ownership, and the extra service—that a Studebaker gives.

Under this One-Profit system we build in our own plants all bodies, engines, clutches, steering gears, dif-

ferentials, springs, gear sets, axles, gray iron castings and drop forgings. Thus we eliminate extra profits and overhead that all other manufacturers (except Ford) must pay to outside parts and body makers—and what we save goes to the buyers of Studebaker cars.

And because we have facilities for manufacturing all vital parts on this One-Profit basis, we are able to design, engineer and build every Studebaker car as a complete harmonious unit. Being Unit-Built, the Studebaker functions as a unit—with all the advantages of unit over assembled construction.

The result is years longer life—scores of thousands of miles of excess transportation—greater riding comfort—minimum repair costs—and, finally, higher resale value.

A UNIT-BUILT CAR

Value Substituted by "No-Young's Model"

THE fine Studebaker Standard Six Sedan illustrated below is upholstered in genuine worst cloth. Carpets are wool. Windows are real plate glass. Four wide doors.

Equipment includes an 8-day clock, gasoline gauge, coincidental lock to ignition and steering gear, automatic windshield cleaner, ash receiver, sun-visor mirror, stop light, dome light, safety lighting control on steering wheel, and full-size balloon tires.

This Sedan has many superlatives—hidden as well as obvious. Body pillars are of fine southern white oak, cross-members of hard maple. We pay a premium for the best steel.

Shut the door and the sound says "quality." Swing on the door. Run one wheel up on the curb and note how the doors still open and close—how the motor will run smoothly. Sit on the floor, heavy leather. Try the steering gear. How easily it handles the full-size balloon tires. Test the comfort of the deep, wide seats.

Run the engine—the most powerful in any car of its size and weight, according to the ratings of the N. A. C. C. and the Society of Automotive Engineers. This is Studebaker's lowest priced Sedan. Make comparisons—then realize why no car at a comparable price has more than superficial resemblance.

Come in and let us demonstrate this sturdy One-Profit car.

Studebaker Standard Six 5-Passenger Sedan

(WOOD TRIMMED)

\$1625 Delivered for Cash in Roseburg

Or, under Studebaker's fair and liberal Budget Payment Plan, this Sedan may be purchased for \$545 Down monthly income with an initial payment of only

"A 25% cut in overhead puts \$50,000 a day back into the public's pocket!"

Intelligent economy . . . Sensing and adopting, in advance of anybody else, the newest and most efficient equipment and methods have made this low price possible.

For Extra Good Measure—over and above

. . . many major features—ones patented, exclusive—91 all told—that come to you with this superlative among light cars!



Rhythmical Riding

In this great light automobile you ride buoyantly in cradle-smoothness. TRIPLEX SPRINGS—patented, exclusive. That is what does it. 30 inches more spring-supported area—that is the source from which this super-riding comfort comes! . . . the Triple Spring of the Overland pull—they do not push, as do all other types of spring. Attached to the frame, 75 inches in front of the wheels, they lift their load gently, smoothly, over any obstruction.

Easier Riding—Easier Parking

30 inches more spring-supported area, with 30 inches less wheelbase to park!

. . . It is much easier to handle a small car than a big car. In traffic you weave in and out, where your big, long car has to have plenty of space.

. . . take parking. Your Overland Standard Sedan parks "in between" a close-packed line of other cars—it can be "sandwiched in" almost anywhere!

. . . but how hard the average small car rides compared with your Overland. It's a case of 100-inch

wheelbase against 130-inch spring-base. All easy riding is a question of springs.

Overland engineering the most advanced in the industry

. . . and Overland engineering has found the answer to that difference in wheelbase, absolutely. . . TRIPLEX SPRINGS! . . . This patented and exclusive Overland principle gives longer life to every mechanical part—easier operation to the car itself. Spring troubles are cut to a minimum. 100-inch actual wheelbase—that's, easy parking! 130-inch spring-base—that's easy riding!

Observe the smart, clean-cut lines of this car

—it is rakish, low—plenty of room in it—unequaled in comfort for driver and passengers—body finished in polished lacquer, a rich deep blue with glistening jet-black trimmings.

Wider seats—big windows

—the widest of any light car built—new, single-piece, undivided front seat, 30 inches wide, 19 inches deep; wider back seat, 45 inches wide, 18 inches deep.

—more than 20 square-feet of window space.

Extra wide doors, too

—easy entrance and exit to both front and rear seats. No discomfort to anybody getting in or out.

Very latest one-piece windshield

—especially valuable in night-driving. Gives clear, unobstructed vision. More easily adjusted—you don't have to fuss with it. Adds greatly to the car's appearance. Easier to clean and to keep clean.

And new cowl ventilator

—a comfort any late model big car gives, new in the light car. Lets fresh air circulate continuously through the lower part of the car.

Then add to all these things a 27-horsepower engine, fast, sturdy, reliable. . . Three speed, selective sliding-gear transmission. . . Borg and Beck disc type clutch, one of the finest clutches made. . . Auto-Lite starting, lighting and ignition. A wonderful rear axle system, equal to that used in cars of double the weight. Axle shafts of Hotchkiss steel, the toughest steel known to engineering. . . A chassis of remarkable strength.

largest single orders for automotive equipment ever placed by a street railway. The coaches are being delivered at the rate of two a day.

OAK GROVE BIRDS.

Fay Leatherwood is on the sick list and under the care of Dr. Devore of Oakland.

Mr. and Mrs. Frank Ellison and sons Luther and Kenneth of Carnes spent Sunday at the C. L. Hamilton home.

Geo. Wilcox and J. C. Hamilton attended the funeral of Mrs. Stevens at Oakland Sunday.

Mrs. Hattie Whitney and son and wife, Mr. and Mrs. Wm. Bainbridge of eastern Oregon visited at the Lou Eggleston home Thursday.

Mr. and Mrs. Geo. Wilcox were Oakland visitors Wednesday.

The County School Superintendent visited our school Wednesday.

Leona Belle Cook has been absent from school this week on account of sickness.

Jeans Selverts spent the week end at home.

F. A. Bemis was in Roseburg on Monday.

Henry Selverts did some darning for J. C. Hamilton with his tractor.

Mrs. Carrie Marston and family called at the Wilcox home Sunday.

Mr. and Mrs. Fay Leatherwood and James Leatherwood were Oakland visitors on Wednesday.

GOOD FOOTBALL GAME EXPECTED WITH EUGENE

The football game on Saturday between Roseburg and Eugene high school teams is expected to be a close contest and an interesting one. The "dope" favors Roseburg, but because of the team's inexperience and light weight it is facing a handicap which makes the "dope" too uncertain for dependability. Cottage Grove defeated Oakland 22 to 0. Cottage Grove held the Eugene high school to a 0 to 0 tie. Roseburg won from Oakland 45 to 0, indicating that Roseburg, Eugene and Cottage Grove are about equal.

The local boys have been making a great improvement in their playing and in their game with Oakland made a better showing than at any time this year. Although they are not being counted upon for any great records this year, the experience being gained with the fact that the team will be practically unchanged next season, speaks well for the future.

Men's suits cleaned and pressed, \$1.50. Roseburg Cleaners, phone 472.

ANNUAL TEACHERS INSTITUTE WILL START TOMORROW

A large number of school teachers from all parts of the county are expected to arrive in the city tonight and tomorrow to attend the institute to be held at the high school building on Thursday and Friday, the 22nd and 23rd. The institute plan was revived by the last legislature and attendance is required as in former years, so that practically all instructors of the county will be present. A fine program has been prepared and interesting and instructive addresses will be made. Mrs. Eckert, the county school superintendent, asks that local residents having rooms available for teachers for the two days please advise her at once, as accommodations will doubtless be required.

NEWSY BITS

OAKLAND—Women teachers who indulge in cigarettes are responsible for smoking among girls students, said Mrs. C. W. Johnson.

president of the Alameda county division of the W. C. T. U., is addressing a convention of the organization.

STOCKTON, Cal.—Five men and one girl, believed to be ring leaders of a notorious gang of hijackers, white slavers and narcotic peddlers, who have been operating from Seattle to Los Angeles and as far east as Kansas City, were arrested here.

BILLINGS, Mont.—Cloye Wilde, 16, was acquitted of a charge of murdering his grandfather, L. D. Jones, a pioneer rancher. Young Wilde said he accidentally discharged a rifle with which he was practicing the elderly man following a horse whipping.

VANCOUVER, B. C.—Unless granted a reprieve to carry their appeal to the supreme court of Canada at Ottawa, Owen B. Baker and Harry F. Kewash, convicted of killing William J. Gillis and William E. Gillis, father and son, in a hijacking raid, must hang November 4. They lost an appeal in the British court of appeal yesterday.

VANCOUVER, B. C.—John Belantyne, apiculturist of Nelson, B. C., is shipping 30 pounds of bees and ten queens to Auckland, New Zealand, where summer is just beginning, in an effort to make the New Zealand produce two crops of honey. If the experiment is successful it is planned to ship colonies of bees from one end of the Pacific to the other each year.

OVERLAND Sedan

WELLS & CHASE

Phone 399

317 North Jackson Street

ROSEBURG, ORE.